

INFORMATION REPORT CD NO

COUNTRY East Germany
SUBJECT Planned Replacements of Locomotives on
East German Railroads between 1954 and 1960

DATE DISTR. 18 August 1954

NO. OF PAGES 4

PLACE
ACQUIRED

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NO. OF ENCLS.
(LISTED BELOW)

DATE OF
INFO.

635961

SUPPLEMENT
REPORT NO.

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Deactivation and Production of Locomotives between 1954 and 1960

Numbers of Locomotives Scheduled to be Deactivated.

Type No	Available	Scheduled for Deactivation	Planned to be Deactivated	Remarks
91	161	2	100	to be replaced by Diesel locomotives
89	242	3	70	old, too weak; to be replaced by Diesel locomotives
74 (T 11)	44	-	44	uneconomical, saturated steam locomotives; to be replaced by 1 D 2-type locomotives
74 (T 12)	273	1	100	partly obsolete; to be replaced by 1 D 2-type locomotives
55	291	12	279	obsolete locomotives with high cost of repair; to be replaced by 1 D 2-type locomotives
56 (G 8 ¹)	46	3	43	" " "
17	19	1	18	obsolete multicylinder locomotives; to be replaced by 2 C 1-type locomotives
92	125	-	60	various types of locomotives of formerly private-owned railroad lines; to be replaced by 1 D 2 or Diesel locomotives

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Type No	Available	Scheduled for Deactivation	Planned to be Deactivated	Remarks
90	58	1	57	various types of locomotives; to be replaced by 1 D 2; Diesel locomotives or motor rail coaches
38	731	12	250	deactivation of the oldest locomotives; only to be replaced by 1 C 1
57	108	-	108	obsolete; to be replaced by 1 E (electric locomotives)
93	276	2	150	obsolete; to be replaced by 1 D 2 or Diesel locomotives
94	352	4	110	obsolete; to be replaced by E or Diesel locomotives
56(G 8 ^{2a3})	113	5	108	to be deactivated in 1960; and replaced by 1 E - G type locomotives
58	416	7	200	worn out locomotives; to be replaced by 1 E-type locomotives
19	15	1	14	locomotives uneconomical; to be replaced by 2 C 1-type locomotives
52	776	2	300	partly obsolete; to be replaced by 1 E-type locomotives
Total:		56	2,011	

In addition 22 locomotives of the park of damaged locomotives are to be deactivated bringing the total number of locomotives to be replaced by newly manufactured equipment up to 2,033.1

2. Planned Manufacture of New Locomotives:

Type No	1954	1955	1956	1957	1958	1959	1960	Total
<u>Steam Locomotives</u>								
2 C1-S	-	-	-	2	-	10	30	42
1 C1-P	-	2	10	40	50	50	60	212
1 E-C18t	-	-	2	10	50	75	55	192
1 E-C15t	-	-	2	10	40	80	50	192
1 C2-Pt	-	-	-	-	2	10	45	57
1 D2-Pt	2	50	90	55	23	25	30	275
1 D2-Nt	2	50	90	45	-	-	30	217
E-Ct	-	2	10	40	50	-	-	102
	4	104	204	202	225	250	300	1,289

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Type No	1954	1955	1956	1957	1958	1959	1960	Total
<u>Diesel Locomotives</u>								
360 HP	-	2	5	-	25	25	50	107
550 HP	-	-	2	5	25	25	50	107
Total	-	2	7	5	50	50	100	214
<u>Motor Rail Coaches</u>								
400 HP	-	-	2	5	20	50	80	157
<u>Narrow-Gauge Locomotives</u>								
D h 2 (600 mm)	-	1	9	-	-	-	-	10
1 E 1 h 2 (900 mm)	-	1	3	1	-	-	-	5
1 E 1 h 2 (1,000 mm)	-	1	9	5	5	-	-	20
1 E 1 h 2 (750 mm)	-	12	12	11	-	-	-	35
D h 2 (750 mm)	-	1	4	5	-	-	-	10
Total	-	16	37	22	5	-	-	80
<u>Electric Locomotives</u>								
	-	-	-	-	-	20	20	40

1. Comment. According to information on the planned activation of locomotives received in November 1953, a total of 1,290 locomotives, including 360 of the park of damaged locomotives, were scheduled for replacement between 1955 and 1960. Between 1955 and 1960, the following numbers of locomotives were reportedly to be deactivated:

120 in 1955
 200 in 1956
 220 in 1957
 250 in 1958
 250 in 1959
 250 in 1960

Total: 1,290 locomotives

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2. Comment. the following numbers of locomotives were scheduled to be newly manufactured between 1954 and 1960:

6 in 1954
 100 in 1955
 200 in 1956
 200 in 1957
 200 in 1958
 200 in 1959
 200 in 1960

Total: 1,106 locomotives

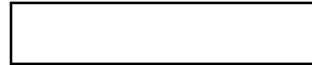
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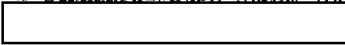
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It can hardly be believed that this plan will be fulfilled in view of the fact that no standard-gauge locomotive was manufactured for East German railroad requirements between 1945 and 1953 and that the 1954 Economic Plan of the East German railroad administration envisaged the manufacture of only 2 standard-gauge steam locomotives and 3 electric or Diesel locomotives.

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